

FEDERAL AID PROJECT ADMINISTRATION AND OVERSIGHT AGREEMENT

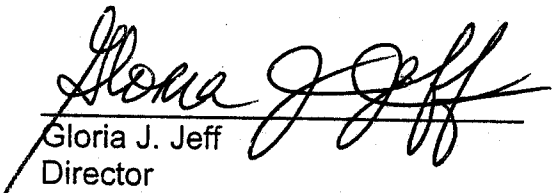
This Agreement between the Michigan Department of Transportation (MDOT) and the Michigan Division of the Federal Highway Administration (FHWA), is intended to implement the program efficiencies of section 1305 of the Transportation Equity Act for the 21st Century (TEA-21) of 1998. More specifically, this agreement sets forth the roles and responsibilities of each party in the administration and oversight of federal-aid projects in the State of Michigan.

By signing this agreement, MDOT and the FHWA identify the laws, regulations, policies, standards, and procedures which govern or are applicable to Federal-aid projects. MDOT certifies that it will comply with all provisions of Section 133-Surface Transportation Program for non-National Highway System projects.

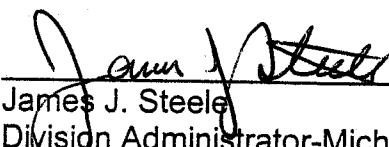
MDOT and the FHWA further agree to carry out their respective responsibilities in a true spirit of cooperation.

Nothing in this agreement shall be construed to relieve either party from ultimate accountability for compliance with Federal laws and regulations with respect to the expenditure of Federal-aid highway funds in the State of Michigan, including those funds passed through to local governments.

This agreement shall be effective March 12, 2003. It may be modified at any time by mutual agreement of MDOT and the FHWA.


Gloria J. Jeff
Director
Michigan Department of Transportation

Date: 3/10/04


James J. Steele
Division Administrator-Michigan
Federal Highway Administration

Date: March 10, 2004

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**AGREEMENT BETWEEN
THE MICHIGAN DEPARTMENT OF TRANSPORTATION
AND THE
FEDERAL HIGHWAY ADMINISTRATION
FOR ADMINISTRATION AND OVERSIGHT
OF FEDERAL-AID PROJECTS**

I. PURPOSE

The purpose of this agreement is to set forth agency roles, responsibilities and procedures for administration and oversight during the design and construction phases of Federal-aid projects both on and off the National Highway System (NHS). The Michigan NHS is comprised of approximately 4,721 miles of major roadways plus an additional 31 miles of major intermodal facility connectors.

This agreement supercedes the December 20, 1994, oversight agreement between the State of Michigan and the Federal Highway Administration and is not intended to cover non-highway programs and projects.

II. BACKGROUND

Section 1305 of the Transportation Equity Act for the 21st Century (TEA-21) of 1998 amends Section 106 of Title 23, United States Code (U.S.C.), Project Approval and Oversight. This section revises provisions for project oversight of Federal-aid highway projects. It is this provision that allows individual projects to be exempt from FHWA oversight.

This agreement also changes the way we refer to which agency has oversight responsibilities. Under the December 20, 1994, oversight agreement, projects were referred to in one of two ways, Exempt from Federal oversight and Non-Exempt from Federal oversight. Exempt from Federal oversight will now be called MDOT oversight and Non-Exempt from Federal oversight will now be called FHWA oversight.

MDOT oversight does not alter the applicability of Federal laws and regulations for NHS projects or Federal laws for non-NHS projects. By granting authority to MDOT for oversight, the MDOT Director accepts responsibility for those FHWA review and approval actions, including those on local agency Federal-aid projects, to the extent such review and approval is required by Federal law and regulation. (See Appendix B)

FHWA acceptance of the Statewide Transportation Improvement Plan/Transportation Improvement Program (STIP/TIP) indicates, in concept, that the projects listed qualify for Federal funds. MDOT will make specific project funding eligibility determinations, prior to FHWA project authorization, in accordance with Title 23 USC, 23 CFR, and applicable FHWA policy guidance for MDOT oversight as well as FHWA oversight projects. The FHWA authorization of a project will constitute final FHWA concurrence with the MDOT Director's determination of eligibility. MDOT will consult with FHWA at any time prior to authorization if it is not clear whether a project is eligible for a category of Federal funds proposed.

This agreement does not preclude FHWA from observing or reviewing a Federal-aid highway project under MDOT oversight.

III. Project Oversight Determination

The determination of a project(s) oversight responsibility will be made each year after the MDOT Call for Projects process has been completed and management acceptance of the rolling 5 year has occurred. In the fall of each year, MDOT and FHWA will meet to discuss project oversight and will agree on the oversight responsibility for each project. For many of the projects, oversight will be as defined in Table 1 of this document. For 3R projects with a construction cost greater than 5 million dollars, agreement will be reached which projects will have FHWA oversight. All other 3R projects will have MDOT oversight. Generally, if a project is selected for FHWA oversight, it will occur from the beginning of design through construction. Occasionally, a project may have oversight in only one phase (design or construction) of a project where Federal interest is specific to that phase. This determination will be on a case-by-case basis.

If new projects are added, projects are combined, or projects have major scope changes after the MDOT/FHWA oversight determination, the projects will be re-evaluated to determine if the oversight responsibility should change. This should occur as soon as possible after the program change. It is the Region System Manager's responsibility to notify the FHWA Area Engineer to initiate the oversight responsibility review.

The joint FHWA/MDOT project oversight determination meeting will normally be scheduled to be in conjunction with the fall Region System Managers meeting. The meeting agenda will include review of the previously determined oversight for projects to assure its accuracy and to decide the oversight of the new projects. Once the determination is made, it shall be documented in the Michigan Architectural Project (MAP) database. Within 3 months of the FHWA/MDOT project oversight determination meeting, MDOT Central Office will provide a listing of the FHWA oversight projects to the FHWA Field Operations Group Leader.

MDOT's Local Agency Program Section is responsible for notifying FHWA of any local administered NHS projects that meet the criteria in Table 1.

Oversight with Combined 3R and 4R Work

If a project contains both 3R and 4R work, the determination of the work category will be based on the work type that is more than 50% of the total cost of the project. The whole project will be considered as the controlling dollar work type, either 3R or 4R, for oversight purposes. The definitions of 3R and 4R work are contained in Section 3 of MDOT's Road Design Manual.

MDOT and FHWA will make their oversight decisions based on the degree of federal interest in the project by evaluating conditions such as controversy, significant traffic impact and public impacts, cost, type of work, political interest, etc.

All major or unusual structures on the NHS, as defined in FHWA Order 5520.1 date 12/24/90, will require FHWA preliminary plan approval (TS&L).

IV. MDOT OVERSIGHT RESPONSIBILITIES

MDOT will assume responsibility, on MDOT oversight projects, for all review activities and approval actions associated with preliminary engineering and design work; Plan, Specification, and Estimate (PS&E) preparation, award of contracts, and construction, except for the following which are reserved for FHWA:

- Statewide and metropolitan planning/programming actions including air quality conformity determinations in non-attainment areas.
- Obligation of Federal funds and other financial management actions.
- Environmental approvals, except for the programmatic categorical exclusions identified in 23 CFR 771.117.
- Exemption of bridges from U.S. Coast Guard permit requirements.
- Approval of hardship and protective buying of right-of-way.
- Waiver of Buy America provisions.
- Interstate (revised or new) access.

For purposes of determining the applicability of MDOT oversight, the terms (4R) New Construction/Reconstruction and (3R) Resurfacing, Restoration, and Rehabilitation shall be as defined in Section 3.08.01 of the Michigan Department of Transportation Road Design Manual. The oversight responsibilities are summarized in Table 1.

OVERSIGHT FOR FEDERAL-AID PROJECTS (TABLE 1)

INTERSTATE SYSTEM				
	NEW/RECONSTRUCTION (4R)		3R	
Dollar Limit	< \$1 Million	≥ \$1 Million	< \$5 Million	≥ \$5 Million
Oversight	MDOT**	FHWA	MDOT	FHWA-Negotiated*

NHS OTHER THAN INTERSTATE				
	NEW/RECONSTRUCTION (4R)		3R	
Dollar Limit	< \$5 Million	≥ \$5 Million	< \$5 Million	≥ \$5 Million
Oversight	MDOT**	FHWA	MDOT**	FHWA-Negotiated*

NON-NHS	
Oversight	MDOT HAS OVERSIGHT OF THE COMPLETE PROGRAM REGARDLESS OF DOLLAR LIMIT

- * MDOT and FHWA will mutually agree on the projects oversight responsibility. Project oversight determination will be normally done at the fall System Managers meeting and reviewed again no later than the scope verification stage of the project.
- ** FHWA has preliminary plan approval (TS&L) responsibility for all major and unusual bridges and structures on the NHS.

V. APPLICABLE LAWS, REGULATIONS, AND STANDARDS

GENERAL

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) eliminated all Federal-aid systems and created the NHS. The Interstate System is a subsystem of the NHS. As a general rule, Federal-aid funds other than those designated specifically for the Interstate and NHS can be used on any street or highway, including the NHS, which is open to public travel, except those functionally classified as local streets and minor collectors. Two exceptions to this general rule are that bridge replacement and bridge rehabilitation funds can be used for any highway bridges regardless of functional classification, and STP safety set-aside funds can be used for any roadway regardless of functional classification. Both of these exceptions assume the basic program eligibility criteria are met.

NHS STANDARDS

Title 23 USC states: "Design and construction standards to be adopted for new construction on the National Highway System, for reconstruction on the National Highway System, and for resurfacing, restoring, and rehabilitating multi-lane limited access highways on the National Highway System shall be those approved by the Secretary (United States Department of Transportation-USDOT) in cooperation with the State highway departments. All eligible work for such projects shall meet or exceed such standards."

The "standards" referred to as "approved by the Secretary (USDOT)" are American Association of State Highway and Transportation Officials (AASHTO) standards. The AASHTO standards in turn are those applicable standards, policies and standard specifications listed in 23 CFR 625.4. FHWA has accepted the MDOT Design Standards contained in Chapter 3 of the Road Design Manual as being consistent with AASHTO standards in all respects. By executing this agreement, the FHWA reaffirms its approval of the MDOT Design standards for use on all NHS projects. MDOT agrees to obtain FHWA approval of all changes to the MDOT Design and 3R standards prior to their use on NHS projects.

NON-NHS STANDARDS

Title 23 states "Projects (other than highway projects on the National Highway System) shall be designed, constructed, operated, and maintained in accordance with State laws, regulations, directives, safety standards, design standards, and construction standards."

Standards for routes non-NHS do not require FHWA approval. MDOT agrees to keep the FHWA advised of changes in all standards applicable to non-NHS Federal-aid projects.

DESIGN EXCEPTIONS

Regardless of which standards apply, case by case exceptions will continue to be allowed where justified and documented for all types of projects. MDOT's procedures for processing design exceptions are contained in Chapters 3 and 14 of the Road Design Manual. For NHS routes, the location and degree of deficiency relative to the 13 controlling criteria must be reported in the design exception justification.

LAWS AND REGULATIONS

Federal laws and regulations are applicable regardless of the type of Federal funding used for the project and the agency (MDOT or FHWA) responsible for project oversight. The applicability of Federal requirements for design and construction, other than law or eligibility, depends only on whether the project is on the NHS and whether Federal funds are involved. However, if Federal funds are used on any phase (environmental documents, right-of-way, preliminary engineering, and construction) of a project, the entire project is governed by Federal laws and regulations.

Only design, construction, operations, and maintenance of non-NHS projects are excluded from requirements of 23 CFR, and in general, only to the extent that the requirements are based in Title 23 USC (highway) legislation. Operations and maintenance refer to post construction activities such as incident management, efficiently operating traffic control and traveler information devices, rest area facility operations and maintenance of those facilities, routine roadway and bridge maintenance, etc. Selected Title 23 USC requirements, as mentioned below, remain applicable to all Federal-aid projects (on or off the NHS) as do requirements based in other than highway law.

FHWA agrees to keep MDOT advised of all proposed rule changes which would impact MDOT policies, standards, or operations.

The following are examples of Federal laws, regulations and other requirements which remain applicable to all **Federal-aid highway projects**.

Non-Title 23 USC requirements such as the following, but not limited to:

- The Clean Air Act of 1970 and as amended in 1990.
- The Clean Water Act of 1977 and as amended in 1987.
- The National Environmental Policy Act (NEPA) of 1969, and other environmental laws and requirements.
- The Statewide and Metropolitan planning provisions of Title 49.
- The Uniform Relocation Assistance and Real Property Acquisition Act of 1970.
- The Civil Rights Act of 1964 and other Civil Rights laws and requirements including the DBE Program.

- The Davis Bacon Act and other labor laws/requirements.
- The Common Rule (49 CFR 18) with respect to procurement.
- The Brooks Act (Qualification Based Selection of Engineer and Architects).
- Required Federal contract provisions (FHWA 1273).

Title 23 USC requirements such as:

- Competitive bidding requirements
- Buy America
- The Statewide and Metropolitan planning provisions of (Title 23 USC Sections 134 & 135)
- Manual on Uniform Traffic Control Devices (MUTCD)
- Proprietary products
- Outdoor Advertising Control
- Federal Land Transfers
- Sale of Excess Land
- Value Engineering

VI. ADMINISTRATION/GUIDELINES

A. Construction

Many of the approval actions traditionally taken by FHWA have been assumed by MDOT on all non-NHS projects and many NHS projects. Work Orders and Contract Modifications for all FHWA oversight projects require FHWA approval in accordance with the procedures outlined in the MDOT Construction Manual. Work Orders and Contract Modifications on MDOT oversight projects do not require FHWA approval.

B. Structures

Design procedures for structures are contained in the MDOT Bridge Manual. Changes in policy and major changes in procedures or process which affect structure projects on the NHS will be sent to FHWA for approval.

Project activities related to design, construction, operation, and maintenance of structures will follow the general provisions of this agreement with the exception that major and unusual structures on the NHS as defined in FHWA Order 5520.1 dated 12/24/90 (attached) will always be subject to full FHWA oversight due to their high cost or complexity.

All Highway Bridge Replacement and Rehabilitation Program (HBRRP) projects remain subject to special eligibility requirements. Title 23 USC requirements for the inventory, inspection, and reporting of highway bridges are in no way altered by this exemption agreement.

C. Safety

Safety is an integral part of the total highway engineering program requiring consideration during planning, project development, construction, construction operations and maintenance. Therefore, the general requirements for highway engineering safety are embedded into this agreement as part of other MDOT and Federal oversight requirements. Highway safety is also a comprehensive activity because it must be addressed through coordination and communication efforts with all disciplines that are responsible for highway engineering, vehicle and driver/occupant safety.

The administration of the FHWA Highway Safety Improvement Program (HSIP) planning (23 CFR 924.9) and evaluation (23 CFR 924.13) processes are not affected by this agreement. The implementation of HSIP projects (23 CFR 924.11) are covered by this agreement.

D. Consultant, Railroad, and Utility Agreements

Approval action is made by MDOT for all consultant, railroad, and utility agreements on and off the NHS in accordance with FHWA approved alternate agreement procedures. Changes in policy and standard agreement provisions for use on any project will be submitted to FHWA for approval.

E. Intelligent Transportation Systems (ITS) Projects

Oversight of ITS deployment projects funded through the regular Federal-aid process (STP, NHS funding), will follow the guidelines outlined in Table 1.

ITS projects funded through Congressional Designations will follow the specific guidance developed for that Designation. One example would be the Integration Component of the ITS Deployment Program.

MDOT will involve the FHWA in ITS projects which lead to the development of a Regional Architecture or foster regional integration of ITS components, such as a regional traffic management center (i.e. MITS Center).

All projects which contain ITS elements must meet the Title 23 requirements for conformity with the National (or applicable Regional) ITS Architecture and use of approved ITS Standards.

F. Emergency Relief (ER) Projects

ER projects for permanent repairs will fall under the project oversight criteria found in this agreement subject to the following two conditions:

1. Any betterments to be incorporated into the project, for which ER funding is requested, must receive prior FHWA approval.
2. The FHWA reserves the right to conduct final inspections on all ER projects.

G. Appendices A and B

See Appendix A (MDOT Controlling Policy and Procedures for Implementing this Oversight Agreement) and Appendix B (Project Action Responsibility) for summaries of key MDOT and FHWA program/project responsibilities under this oversight agreement.

VII. TECHNICAL ASSISTANCE

In addition to providing assurance of compliance with applicable Federal laws and regulations, all FHWA stewardship activities will focus on improving the quality of the product and the efficiency and cost effectiveness of the processes by which programs are carried out. Technical assistance in accomplishing this objective will be rendered through the same means as are used for compliance monitoring; day-to-day contact between FHWA, MDOT, and local agency staff, review of documents associated with individual approval actions, project level reviews and inspections, proactive participation on advisory groups, task forces, and committees, and program/process reviews. Many of the program/process reviews conducted each year are expected to be for technical assistance purposes as well as compliance monitoring. The FHWA Michigan Division will also arrange for training courses and demonstrations, and facilitate visits by technical experts as requested.

Nothing in this plan is intended to preclude MDOT from requesting technical assistance with respect to any program or project regardless of the oversight status.

APPENDIX A

MDOT CONTROLLING POLICY AND PROCEDURES FOR IMPLEMENTING OVERSIGHT AGREEMENT

CONTROL ITEM	SUBMIT CHANGES TO FHWA FOR INFORMATION	SUBMIT CHANGES TO FHWA FOR APPROVAL
Geometric Design Guides	Yes	All Changes
Bridge Design Manual	Yes	Policy and Procedural
Soils Manual	Yes	Policy and Procedural
Frequently Used Special Provisions	Yes	All Changes
Standard Specifications	Yes	All changes
Supplemental Specifications	Yes	All changes
Construction Manual	Yes	Policy and Procedural
Bureau of Highway Instructional Memorandum	Yes	Policy and Procedural
Materials Source Guide	Yes	All changes
Michigan MUTCD	Yes	All changes
Michigan Utility Accommodation Policy	Yes	All changes
Certifications Program "Materials" (Michigan Test Methods)	Yes	All changes
Traffic Guidelines Manual	Yes	Policy and Procedural
Road Design Manual	Yes	Policy and Procedural
Bridge Design Guide	Yes	No
Soil Erosion and Sedimentation Control	Yes	Policy and Procedural
Traffic and Safety Typical and Guides	Yes	No
Design Consultant Management Manual	Yes	Policy and Procedural

APPENDIX B

PROJECT ACTION RESPONSIBILITY

Approval Action	AGENCY RESPONSIBLE		
	NHS PROJECTS FHWA Oversight	NHS PROJECTS MDOT Oversight	Non-NHS PROJECTS
PROGRAMMING			
Verify project in STIP/TIP	FHWA	MDOT	MDOT
Verify eligibility for federal aid	FHWA	MDOT	MDOT
Public interest finding with respect to airport-highway clearance (23 CFR 620.104)	FHWA	MDOT ⁽³⁾	NA ⁽³⁾
PRELIMINARY DESIGN			
Project Concept Statement	MDOT	MDOT	MDOT
Consultant Selection (Design Contract Management Manual)	MDOT	MDOT	MDOT
Approve exceptions to design standards [23 CFR 625.3(f)]	FHWA	MDOT ⁽¹⁾	MDOT
Interstate System Access Change	FHWA	FHWA	NA
Type, Size and Location (TS&L) for New Bridge Construction and major rehabilitations	FHWA	MDOT	MDOT
Approve preliminary plans for major and unusual structures [23 USC 109(a)]	FHWA	FHWA	MDOT
DETAILED DESIGN			
Approve use of negotiated contracts (LAP Process)	FHWA	MDOT	MDOT
Approve use of publicly owned equipment (23 CFR 635.106)	FHWA	MDOT	MDOT

Approval Action	AGENCY RESPONSIBLE		
	NHS PROJECTS FHWA Oversight	NHS PROJECTS MDOT Oversight	Non-NHS PROJECTS
Approve the use of proprietary products, processes (23 CFR 635.411) [FDM19-1-5]	FHWA	MDOT	MDOT
Concur in use of publicly furnished materials (23 CFR 635.407).	FHWA	MDOT	MDOT
PS&E AND ADVERTISING (Errors and Omissions)			
Approve plans, specifications and estimates (23 CFR 630.205)	FHWA	MDOT	MDOT
Authorize advance construction and conversions (23 CFR 630.703 & 709)	FHWA	FHWA	FHWA
Authorize utility or railroad force account work (23 CFR 645.113 & 646.216)	MDOT	MDOT	MDOT
Approve utility and railroad agreements (23 CFR 645.113 & 646.216)	MDOT	MDOT	MDOT
Approve use of consultants by utility companies [23 CFR 645.109(b)]	MDOT	MDOT	MDOT
Approve exceptions to maximum railroad protective insurance limits (23 CFR 646.111)	MDOT	MDOT	MDOT
Exempt bridge from Coast Guard permit requirements (23 CFR 650.805)	FHWA	FHWA	FHWA
Authorize advertising for bids (23 CFR 635.112)	FHWA	FHWA	FHWA
Approve hiring of consultant to serve in a "management" role [23 CFR 172.5(a)]	MDOT	MDOT	MDOT
Approve consultant agreements (23 CFR 172.7 - 172.9)	MDOT	MDOT	MDOT
Approve Warranty Provisions (23 CFR 635.413)	FHWA	FHWA	MDOT
Approve Quality Assurance Procedures (23 CFR 637)	FHWA	FHWA	MDOT
Approve experimental projects and work plans	FHWA	MDOT	MDOT
Approve Special Experimental Projects (SEP 14) and work plans (Innovative Contracting)	FHWA	FHWA	MDOT

Approval Action	AGENCY RESPONSIBLE		
	NHS PROJECTS FHWA Oversight	NHS PROJECTS MDOT Oversight	Non-NHS PROJECTS
ENVIRONMENT			
All approval actions required by Federal laws and regulations.	FHWA ⁽⁴⁾	FHWA ⁽⁴⁾	FHWA ⁽⁴⁾
RIGHT-OF-WAY			
Authorize Right-of-Way activities (23 CFR 710 SubPart B) (If a federal-aid project)	FHWA	FHWA	FHWA
Accept Right-of-Way certificate as a condition of PS&E approval [23 CFR 635.309(b)(c)].	FHWA	MDOT	MDOT
Approve Hardship and Protective Buying [23 CFR 710 SubPart E] (If federal-aid (If a federal-aid project)	FHWA	FHWA	FHWA
Approve air space agreements [23 CFR 710 SubPart D]	FHWA	FHWA	NA ⁽³⁾
Approve non-highway use and occupancy [23 CFR 710 SubPart D]	FHWA	FHWA	NA ⁽³⁾
Approve disposal of federally funded right-of-way [23 CFR 710 SubPart D]	FHWA	FHWA	NA ⁽³⁾
CONSTRUCTION			
Approve cost effectiveness and emergency determinations for contracts awarded by other than competitive bidding (23 CFR 635.104 &.204)	FHWA	MDOT	MDOT
Approve construction engineering by local agency (23 CFR 635.105)	MDOT	MDOT	MDOT
Approve advertising period less than three weeks (23 CFR 635.112)	FHWA	FHWA	MDOT
Approve addenda during advertising period (23 CFR 635.112)	FHWA	MDOT	MDOT
Concur in award of contract (23 CFR 635.114)	FHWA	MDOT ⁽²⁾	MDOT
Concur in rejection of all bids (23 CFR 635.114)	FHWA	MDOT ⁽²⁾	MDOT

Approval Action	AGENCY RESPONSIBLE		
	NHS PROJECTS FHWA Oversight	NHS PROJECTS MDOT Oversight	Non-NHS PROJECTS
Approve changes and extra work (23 CFR 635.120) (Construction Manual, Chapter 1)	FHWA	MDOT	MDOT
Approve contract time extensions (23 CFR 635) (Construction Manual, Chapter 1)	FHWA	MDOT	MDOT
Concur in use of mandatory borrow/disposal sites (23 CFR 635.407)	FHWA	MDOT	MDOT
Accept materials certification (23 CFR 637.207)	MDOT	MDOT	MDOT
Concur in settlement of contract claims (23 CFR 635.124) (Construction Manual, Chapter 1)	FHWA ⁽⁶⁾	MDOT	MDOT
Concur in termination of contracts (23 CFR 635.125)	FHWA	MDOT ⁽²⁾	MDOT
Waive Buy America provisions (23 CFR 635.410)	FHWA	FHWA	FHWA
Final inspection/acceptance of completed work [23 USC 114(a) and 23 USC 121]	MDOT ⁽⁵⁾	MDOT	MDOT
CIVIL RIGHTS			
All approval actions required by Federal laws and regulations.	FHWA	FHWA	FHWA
Footnotes:			
<p>(1) Exceptions for vertical clearance are subject to coordination with the Military Traffic Management Command for the "26,000 mile priority network" (mainly; the Interstate). Coordination may be accomplished through the FHWA.</p> <p>(2) Informational copy to FHWA. (Record keeping and reporting)</p> <p>(3) Approvals, if any, will be those required by State laws, regulations, policies, and procedures. However, this does not relieve the MDOT from responsibility for these areas, nor from compliance with non-Title 23 Federal requirements which may remain applicable.</p> <p>(4) Approval for Programmatic Categorical Exclusions as defined in 23DFR 771.117 has been delegated to MDOT</p> <p>(5) Responsibility delegated to MDOT</p> <p>(6) MDOT must notify FHWA of COR meetings and furnish minutes of the meetings to FHWA</p>			